

## CORBETT MISSED IT

## When He Said Pete Maher Would Lick Joe Goddard,

FOR IT WAS JUST THE OTHER WAY

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Goddard Whipped His Man in

**Three Rounds,**

**Details of the Battle on Coney Island Last Night—The Blow Which Sent**

Coney Island, December 8.—There was

never a fight in this country that created less betting than that tonight between Joe Goddard and Peter Maher, the so-called Irish champion. It was 9:40 o'clock when

Goddard appeared, and he was coldly received in the ring. When Maher came on a great cheer went up. The weights of the men was: Maher 175, Goddard 187.

Round 2—Maher got in a couple of beauties on Goddard's face, staggering him each time, but the round was ended in no-

On coming out from their corners for the

third round Maher looked tired and Goddard surly. Goddard led for the breast and was neatly stopped. Maher at last caught Goddard on the ear and made him mad.

He plied right and left on both sides of Maher's head. Maher's legs wobbled and Goddard struck him in the neck. Maher went down never to rise in that bat-

Ten seconds were counted and Maher was still prone on the floor, the final blow having been administered fifty seconds from the

**JUMPED FROM BROOKLYN BRIDGE.**  
**A Man from Virginia Equals Steve Brodie's**

**Feat.**  
New York, December 8.—This afternoon a man scaled the rail of the Brooklyn bridge and jumped into the river, and was picked up by a small boat apparently unharmed. The man

was Daniel McCluskey, thirty-seven years old, of Roanoke, Va. He is at Englishman. He came here from Virginia last Friday. This afternoon, while on the pas-

senger walk of the bridge, about 200 feet from the Brooklyn end, he suddenly climbed down in the carriage way, clambered on the rails and jumped. The river police patrol picked him up and sent him to the hospital.

When asked why he jumped, McCluskey said: "They were going to hang me. I saw the scaffold they had built for me on the bridge. Don't know what they wanted to hang me for. I have done nothing wrong." Being asked

AN IMPORTANT DECISION.

**Which Will Bring a Half a Million to North Carolina.**  
Raleigh, N. C., December 8.—(Special).—  
The supreme court of the United States has

filed a decision of great importance to North Carolina. It affirms the decision of the state supreme court that twenty miles of the main line of the Wilmington and Weldon railway

This road has never paid any tax, claiming exemption under a charter from the

state. The supreme court has indicated that if the case is prosecuted it will decide that the remaining 150 miles of the main line are liable also.

The decision, it is stated, carried with it back taxes. These are due for fifty years on a division of the main line and from five to thirty years on branches. The aggregate of these back taxes is at least a quarter of

of these back taxes is at least a quarter of a million dollars, and it may amount to a half million.

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### ATTACKING THE PROPERTY

**Of the Wisniskis to Satisfy the Claims of Creditors.**  
Greenville, Miss., December 8.—Over 100 attachments were made yesterday

100 attachments were made yesterday on the property of L. and N. Wisinski, bankers, merchants and planters, who failed on Tuesday. Creditors, who are not included in the preferred list, are indignant and are determined to have the payment made by

determined to have the assignment set aside by court. It is now thought the liabilities may reach \$1,000,000. The assets are about the same, but nearly all are in real estate or mortgages and plantations. W. R.

Proff & Co., at Sidon, Miss., general merchandise, who were large creditors of the Wisinskis, have assigned; liabilities \$100,000.

**PROSECUTIONS WILL CONTINUE,**  
But the French Government Does Not Propose to Blockade Legislation.

Paris, December 8.—In a statement from M. Ribot, read today, of the policy of the new government, he said, concerning the Panama canal scandal, that individual failings were accidents in the career of every great nation. Justice must be done, but it

It is impossible to suspend the working of public business to attend to "one matter alone." The prosecution must take the regular course. "Do not allow yourselves to dwell longer upon such miseries, but go onward with heads uplifted as befitting the representatives of a

confidence on the assistance of the deputies and of all good republicans to overcome these present difficulties."

London, December 8.—The master cotton spinners of the Southern Lancashire, have convened another conference in view of south and northeast Lancashire joining the











## THE CONSTITUTION.

**PUBLISHED DAILY, SUNDAY AND WEEKLY.**  
 The Daily Constitution, 10 cents per copy.  
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**ATLANTA, GA., December 9, 1893.**

**Too Many Elections.**  
 Under this head The Athens Banner joins us in our protest against so many elections in Georgia.

Our contemporary says that these numerous elections undoubtedly unsettle business, and engender bitter feelings to some degree. It suggests that it would be for the legislature to enact a law whereby elections would be lessened in number, and thrown into a limited number of days in one or more months, thus avoiding the necessity of holding them almost every month in the year.

We believe that the people are overwhelmingly in favor of such a reform. Take, for instance, the primaries and elections in this county between last May and to next January, inclusive.

- 1-Primary for state convention to choose delegates to the national convention.
- 2-Primary for delegates to gubernatorial convention.
- 3-Primary for the legislature.
- 4-Primary for congress.
- 5-Primary for mayor and council.
- 6-State election.
- 7-National election.
- 8-County primary and city election.
- 9-County election in January.

Now, we have here, counting the primaries, nine elections. Seven months, more or less, disturbed by the strain of political excitement. Nine days taken from work and business by thousands of our citizens, to say nothing of numerous other days devoted to politics by the candidates and hundreds of their friends.

If time is money, as Ben Franklin maintained, then the loss to the community in dollars and cents caused by these nine elections in seven months is something immense.

It is all wrong. It troubles business and lowers the morale of the people. The evil is a growing one, and a remedy is needed. We do not pretend to say that we can hold all our primaries on one day and all our elections on another, but at least two-thirds of these elections, and confine them to two or three months in the year, instead of spreading them out as at present.

Everything is ripe for this reform. The people favor it, and the legislature will take hold of it in the proper way its action will be solidly endorsed.

## Direct Trade Settled.

The action of the railway heads yesterday in Atlanta, reported elsewhere, practically settles direct trade. With the cooperation of the railroads success is assured.

There is no trouble about export freights. The difficulty has been and is the freight. The plan for solving this problem is ingenious, just and admirable and is clearly put by Secretary Pope.

The reservation of the dollar-ton freight, and the creation of an "ocean terminal" fund to help out the steamship lines, while building up an import business, is an excellent plan.

It is a matter of congratulation that the railroads have responded so earnestly to the needs of this vital movement.

## A Tribute to Senator Hill.

The Richmond Times, commenting on the aspersions that have recently been cast on Senator David B. Hill, says that "any aspersions that Mr. Hill has made in his day to the party and his position in the late election are only wholly unjustifiable, but most creditable to those who make the assertion."

The Times, it will be remembered, was earnestly opposed to the nomination of Mr. Hill for president, and its editor can at least be credited with impartiality. It goes on to pay this tribute to the New York senator:

The part which Mr. Hill played in the contest after the time arrived when he thought he should go into it, was brilliant and of the last importance. His great speech that example had a prodigious effect in New York going without saying, but his influence was not confined to New York. His speeches were read all over the nation with great interest and attention than the speeches of any other person except Mr. Cleveland himself, and as brilliantly as Mr. Hill has done. The Times thinks it the height of ingratitude and a most disgraceful act for party men to call his motives and sincerity in question.

It is fair to say that no reputable democrat or democratic newspaper so far as we know, has charged Senator Hill with bad faith. The charge has come from mungwump editors who believe that every sincere democrat is dishonest.

In New York, as in other states, there have been a few democrats who refused to abide the voice of their party, and on the strength of this the mungwump editors have invented the slander that Mr. Hill made an effort to defeat the democratic nominee.

We read with some degree of interest every mungwump newspaper, that comes to our table, and we protest that we have

never been able to discover in their editorial columns a single patriotic or useful utterance during the last half dozen years. They range between outright slander and carping criticism, and they show a remarkable ingenuity in keeping within these limitations.

## Mr. Rothschild Subsidies.

Words come from the International monetary conference that interest in the proceedings is abating. The Rothschild propositions have been withdrawn from consideration, and there is a well-grounded impression, according to the dispatches, that the debates of the conference will have no appreciable results.

We gather from this that the Rothschild proposition was merely an experimental chuck thrown out for the delegates to the conference to chew on. It did not even show, as the public had the right to suppose, that Great Britain has any interest whatsoever in silver. The extent, as well as the intent, of the proposition was not to take any step in the direction of bimetalism, but to meet the views of the financiers of British India, and to prevent undue fluctuation in gold bills.

We may take it for granted, therefore, that The Constitution's prognostications as to the work of the conference were correct. As we stated the other day, Europe wants to eat its pie and have it. It doesn't want silver to find its natural level, and on the other hand, it doesn't want the metal to increase in value very materially. The Rothschild plan was for the conferring nations to buy silver bullion until the price touched 45 pence, and then to cease buying. This would mean about 80 cents an ounce in this country, whereas the metal must reach \$1.20 an ounce before there is parity between the two metals.

The New York Times, which has not been noted for humor since it abolished its "sixth column" pleasantries, brings to the discussion of the Rothschild proposition a view so new and paradoxical that it ought to find a place in the funny column. "What we have reason to dread," says The Times, "and what is as sure to come upon us as the sun is sure to rise each day, is the arrival of the time when our government cannot redeem its notes in gold."

This is not precisely in the line of American humor, which depends on broad and obvious effects, but it is gilded, metropolitan satire. Outside of its gold notes, the government is under no obligations to redeem anything in gold. There are no such obligations in the law, and The Times cannot find any. More than this, if the statute book were filled with such obligations, the government could meet them. The treasury holds a supply of gold for the redemption of greenbacks, but the silver certificates are all redeemable in silver at the option of the government. If The Times will come down out of the air and inquire into the matter, it will discover that the situation is not what its fancy has painted it.

We advise our contemporary, and all other contemporaries, to discuss this question from a rational standpoint. The Sherman law has carried the country to a point where real silver legislation is necessary to avert ruin.

## Ex-Secretary Fairchild.

Hon. Charles S. Fairchild, who was secretary of the treasury during the last years of Mr. Cleveland's administration, has recently been credited with saying that he wants no office. Nevertheless, we are of the opinion that he should be appointed to the place which he has filled with such signal ability.

It is not alone because of his familiarity with the duties of his office, that his appointment is desirable. There is another reason really more important. During the campaign and since Mr. Fairchild has demonstrated that he is in complete sympathy with the democratic demand for the repeal of the 10 per cent prohibitory tax on state banks. It has been largely due to his efforts that republican misrepresentation of the democratic demand proved futile in New York state; and he contributed greatly to the clarification of the issue, so that those who were ignorant of the history of state banks of issue were not deceived by the sham cry of "wildcat" money.

In short, the position which Mr. Fairchild took in favor of the repeal of the prohibitory tax was of the utmost importance in convincing the business element in New York state that a system of state banks properly managed would be a benefit rather than a drawback to the prosperity of the country.

## The Sherman Silver Law.

The Constitution, commenting recently on the demand made by The New York World and other democratic papers, for the immediate repeal of the Sherman silver law, called attention to the fact that the repeal involved the whole silver problem, and was not to be disposed of lightly; that to touch on the law opened up the question in its entirety.

It is true that the democratic platform demands the repeal of the Sherman law, and it is equally true that it ought to be repealed; but those who put the demand in the platform knew that it involved other considerations that could not be dealt with in the platform, but that would make themselves felt at the proper time.

It is well known that the Sherman law was passed as a substitute for a free coinage bill. It was the invention of a moment, crude, and—from the goldstandard point of view—extremely dangerous. It is more dangerous now than it was when it was adopted. It has been hurrying the country not to a silver basis (which would be a blessing if silver were renationalized), but to a silver bullion basis—to the basis of the 35-cent dollar. But, from a common sense point of view, it would be more dangerous repealed—without the safety valve of a free coinage law—than it is on the statute books.

We informed The World that the Sherman law could not be safely repealed unless some measure going still further in the direction of sustaining silver were permitted to take its place. Our contemporary, without taking our word for it, has gone to the senators themselves for information and has received ample confirmation of our statements. There is no telling what sort of a crash would follow

the repeal of the Sherman law, and congress is not prepared to take the risk. Senator Carlisle, of Kentucky, who is quoted by The World, gives the views of the democratic party. "I will vote for the repeal of the Sherman act," says this conservative senator, "if the free coinage of silver is a part of the contract."

Senator Carlisle is quoted correctly in his statement is very significant. It shows that he has studied the question to some purpose. He has heretofore held himself somewhat aloof from free coinage, but in this latest utterance he seems to commit himself to that issue. The significance of this lies in the fact that Senator Carlisle is very close to Mr. Cleveland. If the president-elect has in the meantime been studying the question, and has discovered the disastrous fallacies of the monetarists, the silver question will be promptly settled, and Mr. Cleveland's administration will be the most notable in our history, for it will restore to our people the prosperity that was theirs when gold and silver formed the money of the country.

Howbeit, we may take it for granted that the Sherman law will not be repealed until another step in the direction of free coinage is taken. That much is settled. The Chicago thugs and burglars are practicing on their fellow citizens in order to get their hands in time for the world's fair.

Mr. Harrison thinks the democrats should take all the responsibility of reforming the tariff and we are much of his opinion. Eugene Field didn't take to the lecture platform to make money or fame but to escape the Chicago burglars and highway-men.

The Washington Post says that Congressmen Blount, of Georgia, is opposed to an extra session, because the tariff affects the industries of the country. Isn't that a good reason why there should be an extra session? The industries of the country have the right to know how they are to be affected at the earliest possible moment. But if there is any question of injuring them, the extra session and tariff reform had better be postponed indefinitely.

Colonel Buck Kilgore says he is going to get right after the private pension bills with a sharp stick. This means that he will take a prominent part in purging the pension list.

Raun should get ready to kiss Johnny Davenport goodby.

It is said that ex-Speaker Reed is engaged in the business of telling funny stories. He should go on the stage.

## EDITORIAL COMMENT.

The new governor of Kansas will have no inaugural ball. The populists led by Mrs. Lease are against it. They denounce dancing as immoral, and one of the resolutions adopted is as follows: "The state of Kansas who elected the new state officers cannot but look with anxiety upon any celebration of the fashionable ball, which represents all the enemies of the common people, and based upon wealth gained by monopoly, and a dangerous lobby against the official it may secure in its meshes."

The Free Methodist revival, near Lockport, N. Y., has excited the people to frenzy, and men are throwing away their jewels, and rushing about the church, tearing their dresses and displaying the most uncontrollable emotion.

"Chicago" is spelled in various ways by residents of this country, but now that the world outside is becoming acquainted with the great western metropolis, a marvelous spell of orthography has been inaugurated. In sorting over the letters from various parts of the world, one hundred and ninety-seven different ways of spelling the name have been found, among them "Jagjago," "Hijago," "Jajgo," "Schechago," "Hizago," "Chachago," and a scholarly resident of Finland indulges in "Hizago." A collection of addresses is to be kept for exhibition at the world's fair.

Dr. J. Marion Sims, the famous South Carolina physician, will soon have a big bronze statue in Central Park, New York. Dr. Sims was sixty-nine years old when he died of heart disease. He was born January 25, 1813, in Lancaster district, South Carolina. He was graduated from the South Carolina college and practiced medicine several years before he went to New York in 1835. His wonderful success in difficult surgical operations soon obtained for him a great reputation. He became a specialist in surgery and devoted his entire life to that branch of medicine. In 1856 he founded the Woman's Hospital of New York, which celebrated its thirty-seventh anniversary last Thursday. It is situated on Fourth avenue, between Forty-ninth and Fiftieth streets. Dr. Sims' reputation as a surgeon in the capitals of Europe was very high. "For services rendered to Europe," he was made a member of the Legion of Honor by Napoleon III. He served as surgeon-in-chief of the Anglo-American ambulance corps in the Franco-Prussian war. He was a great man, and his life was a noble one. He was a member of the Crown of Portugal and of the Order of Isabella of Spain, and was decorated by the king of Belgium. He was a valuable ring was worn by Empress Eugenie, which ring is now worn by Dr. Wyeth.

## JUST FROM GEORGIA.

## A Song of Meeting.

Mr. Joe Thompson, who was elected county commissioner from the north side, was the recipient of many congratulations yesterday. In fact all day long his friends were calling to see him, and the words of praise they spoke were most gratifying to him. Mr. Thompson has shown himself to be a man of sterling worth and integrity. No one in the county could be harder to count his friends than Captain Morrow, and every one of them was heartily glad to see him. The Howard ticket was very much the same. Major Howard was a man who had never made a man of sterling worth and integrity. No one in the county could be harder to count his friends than Captain Morrow, and every one of them was heartily glad to see him. The Howard ticket was very much the same. Major Howard was a man who had never made a man of sterling worth and integrity. No one in the county could be harder to count his friends than Captain Morrow, and every one of them was heartily glad to see him. 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"I Wonder What Next They Will Do?"  
No advance to prison.







## ARE THEY DONE FOR?

Major Bacon's Railroad Bills Seem to Be Cooked.

W. P. CLYDE REVIEWS THE FIELD.

He Says That Speculation Is Not Responsible for the Trouble, but the Managers.

Mr. W. P. Clyde, who came to Atlanta to appear before the legislature and discuss the railroad situation, is today the leading figure in the financial world. He is a capitalist of great wealth and for many years has had large investments in railroads and steamship companies. Today he controls practically the Richmond Terminal and the Richmond and Danville and Georgia Pacific, and is prominent in the East as a large holder of Terminal securities. As a large holder of Terminal securities, he is, of course, directly interested in the Central railroad of Georgia, for the Terminal has \$8,000,000 invested in the Central, though the investment is represented by stock which at par is worth only \$4,250,000 and on the market now would not bring over \$2,000,000, perhaps not over \$1,000,000.

Mr. Clyde appeared before the senate finance committee last night and addressed the members for more than an hour. He spoke broadly of the railroad situation and made a clear, convincing argument. Indeed, it was an exceptionally strong presentation of the serious conditions which surround the southern railroads and especially Georgia roads. Mr. Clyde spoke in an easy, businesslike way without oratorical flourish or dramatic mannerisms. He made a fine impression on the committee and on the spectators present. When the committee adjourned there was a feeling that Major Bacon's bills will be hung up in the majority on this session at least.

Mr. Clyde takes the position that speculation and the railroad wrecker are not responsible for the bankruptcy of southern railroads and especially Georgia roads. In an interview with a Constitution reporter Mr. Clyde said that the misfortune of the Georgia roads is due to doing business on a speculative basis. He said that he has been like a merchant who sells goods at cost or a little below.

Southern roads have given as good service as the average trunk lines of the north and west with rates much lower have not had anything like the traffic which the northern and western railroads enjoyed.

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Southern roads handled 17,000,000 passengers at the rate of 83 cents per train mile; the middle states carried 206,000,000 passengers for 90 cents and the New England roads got \$1.13 per train mile. I don't think it needs much analysis to show where the trouble is. In spite of the quality of service and the low rates, the southern roads are equal to the lines in the middle states.

On the subject of speculation Mr. Clyde talks most interestingly. "The Richmond Terminal is called a speculative corporation. This company has brought up and sold \$5,000,000 in cash here in railroad properties. Not \$1,000,000 of this was invested by people living south of the Potomac. It came from New York and New England largely. A little less than two million, \$1,800,000 to be exact, was invested in 3 1/2 per cent Georgia state bonds at \$50.00. The balance of \$3,200,000 was in the open market and buy up all the securities representing that \$57,000,000. The south is \$40,000,000 ahead on the transaction up to date. Do you think that the south would be willing to undergo that experience again? This octopus, this embodiment of sin, as Major Bacon calls the Terminal, has brought a vast amount of capital into this section. It is a speculative stock. It is bought and sold on Wall street. Anybody can get there and buy it and it is very cheap now. But it can be made to accord people their rights. I was a minority stockholder in the Richmond and Danville, and when the Terminal got to taking liberties with my interests, I kicked and the Terminal came to time. I was first a majority holder of the Danville, and I feared that the legislature would bring on bankruptcy, he sold out his interests in Georgia railroads, and in fact in about a southern railroad retaining only first mortgage bonds. He had not expected to become actively identified again with the management of southern properties. But affairs have taken a turn which compelled him to take a hand in order to protect his investments.

Six or seven years ago when he sold out his southern interests, the roads were prosperous and none more so than the roads of Georgia. Now Major Bacon says that four-fifths of Georgia's roads are in the hands of receivers. Three-fifths of this mileage have gone into receivership within the past year. This cannot be true. Six or seven years ago the roads were prosperous and they were held in enterprises. Today they are in bankruptcy and all making a plea for receivership. When you consider their physical condition, the situation is exactly the opposite. The roads are in better shape and their service is far better than seven years ago. Any one who will ride over the Central or the Richmond and Danville, will find them up to the most modern standard, markedly in contrast with their physical condition a few years back.

Mr. Clyde says that the solution of the present serious situation is greater economy in operation and the growth of business. There is an increase in the south of about 10 per cent a year in traffic. Southern roads will have to be managed at less expense. For five years past the Central, according to Mr. Conner's report, has barely done more than make its operating expenses and fixed charges. In 1883 the Central

used 1982 freight cars to handle its traffic. In 1890 it had 4,515. In 1883 its gross earnings were about \$3,000,000. In 1890 the gross earnings were \$3,000,000 and the net earnings had increased only \$3,000,000 in that period.

Before the committee.

In his address before the senate committee Mr. Clyde contradicted Major Bacon's statement of the night before that a majority of the Terminal board were on the Central and the East Tennessee boards. He denied that the Central had been robbed for the benefit of the Central and the Richmond and Danville. The Terminal itself was controlled by the Georgia Central, said he, and the Central's syndicate sold its stock, which cost about \$110, to the Terminal for \$200.

This exception of speculation which has hit on Georgia has had nothing to do with traffic further than to direct the attention of the management from business. The difference between what it costs to haul a ton of freight a mile and what management tries to get for hauling it, is so small that if you take your eye off of it you are not apt to see it again.

Georgia railroads have lost their credit in New York. A large financial institution there has said recently that it will not touch Georgia bonds and securities. The Georgia Central, the Terminal itself, and the Central's syndicate sold its stock, which cost about \$110, to the Terminal for \$200.

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The south Atlantic group of railroads carried in 1890, on 14,000 miles 35,000,000 tons of freight at \$1.47 per train mile. During the same year the New England roads on 7,000 miles, only one-half, hauled 14,000,000 tons at a rate of \$1.65 per train mile. The middle states' train mile, he said, hauled 22,000,000 tons for \$1.50 per train mile, and the northern roads got \$1.60 per train mile.

Southern roads handled 17,000,000 passengers at the rate of 83 cents per train mile; the middle states carried 206,000,000 passengers for 90 cents and the New England roads got \$1.13 per train mile. I don't think it needs much analysis to show where the trouble is. In spite of the quality of service and the low rates, the southern roads are equal to the lines in the middle states.

On the subject of speculation Mr. Clyde talks most interestingly. "The Richmond Terminal is called a speculative corporation. This company has brought up and sold \$5,000,000 in cash here in railroad properties. Not \$1,000,000 of this was invested by people living south of the Potomac. It came from New York and New England largely. A little less than two million, \$1,800,000 to be exact, was invested in 3 1/2 per cent Georgia state bonds at \$50.00. The balance of \$3,200,000 was in the open market and buy up all the securities representing that \$57,000,000. The south is \$40,000,000 ahead on the transaction up to date. Do you think that the south would be willing to undergo that experience again? This octopus, this embodiment of sin, as Major Bacon calls the Terminal, has brought a vast amount of capital into this section. It is a speculative stock. It is bought and sold on Wall street. Anybody can get there and buy it and it is very cheap now. But it can be made to accord people their rights. I was a minority stockholder in the Richmond and Danville, and when the Terminal got to taking liberties with my interests, I kicked and the Terminal came to time. I was first a majority holder of the Danville, and I feared that the legislature would bring on bankruptcy, he sold out his interests in Georgia railroads, and in fact in about a southern railroad retaining only first mortgage bonds. He had not expected to become actively identified again with the management of southern properties. But affairs have taken a turn which compelled him to take a hand in order to protect his investments.

Six or seven years ago when he sold out his southern interests, the roads were prosperous and none more so than the roads of Georgia. Now Major Bacon says that four-fifths of Georgia's roads are in the hands of receivers. Three-fifths of this mileage have gone into receivership within the past year. This cannot be true. Six or seven years ago the roads were prosperous and they were held in enterprises. Today they are in bankruptcy and all making a plea for receivership. When you consider their physical condition, the situation is exactly the opposite. The roads are in better shape and their service is far better than seven years ago. Any one who will ride over the Central or the Richmond and Danville, will find them up to the most modern standard, markedly in contrast with their physical condition a few years back.

Mr. Clyde says that the solution of the present serious situation is greater economy in operation and the growth of business. There is an increase in the south of about 10 per cent a year in traffic. Southern roads will have to be managed at less expense. For five years past the Central, according to Mr. Conner's report, has barely done more than make its operating expenses and fixed charges. In 1883 the Central

## What Are Odds and Ends?

They are odd Suits and ends of lots. Now that the fall season is drawing to a close we have on hand a lot of odds and ends that we have laid out on a separate counter and have marked the prices down so low that almost every customer that looks at them is induced to buy one. They are reduced from \$2 to \$7.50 per suit. These are our best style suits, the remnants of the lots that sold out first.

We don't want to keep remnants, therefore this great reduction.

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CLOTHIERS,

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The handsomest Brass Coal Hods in the city, Brass Fenders, Fire Dogs, etc. A. J. Miller's Estate, 60 and 62 Peachtree.

Fruit Cake! Fruit Cake!

What is nicer than a rich and well-flavored fruit cake, and now is the time to make it so that it will get mellow and ripe for the Christmas festival. The fruit cake to be made is of the finest quality of ingredients. It has become a well-recognized fact, that

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makes a specialty of the best quality of these things. There is the Leshora citrus, new, bright and clear. Currants cleaned and ready for use, no need to spend a long time washing for Christmas festival. The quality of raisins, both cooking and bunch, is of the finest, and brown sugar, in pure pieces, no store anywhere.

THE BEST

Maine corn for 15 cents per can. Why pay 20 cents for it? We are selling our standard California peaches, bears and apples at the low price of \$2.00 per dozen, and invite you to try them. We have added a large lot of fancy candy. It is the best

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To Squire's of Atlanta, you will receive courteous treatment, prompt delivery and the best and purest

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La Amphotrite and Refined Performance all day Saturday. This ticket and Five Cents will admit School Girl or Boy.

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La Amphotrite is an illusion that is worth any person's 50 cents. Yesterday was the second presentation of this remarkable piece of genius. The mystery surrounding it is one that calls forth much speculation.

The class of people who attend the Eden musee are the best in the city. Dr. Crosby is very positive in not allowing any objectionable characters. Let the people encourage this enterprise—it is worthy their support.

Fine Etchings.

Water colors, engravings and artists' novelties, suitable for holiday presents at Sam Walker's, 10 Market street. Call early and avoid the rush.

WORLD'S FAIR ALBUMS

Given Away by the C. H. and D. "The World's Fair Album." From Cincinnati, Hamilton and Dayton railroad which will be sent to any address on receipt of 10 cents in stamps. The Cincinnati, Hamilton and Dayton, in connection with the Monon route, is the only line running Pullman perfected safety vestibule trains with dining cars from Cincinnati to Chicago. The "Velvet" trains of the Cincinnati, Hamilton and Dayton are the finest on Earth.

For tickets, rates, etc., address any Cincinnati, Hamilton and Dayton agent. To get an album and your address with 10 cents in stamps to E. O. McCormick, G. P. and T. Agt., Cincinnati, O.

CITY NOTES

One of the largest stock sales ever made in Atlanta was made at Hill &amp; Walker's stables yesterday. One hundred head of western horses were auctioned off, Colonel A. G. Dan-iel officiating as auctioneer. The sale was a great success and was one of a series which the proprietors of the stable are running.

Colonel James C. Dunlap, when he delivers his great Piedmont lecture at Decatur, will be introduced by Hon. W. T. Smith, of Gwinnett.

Mr. Smith's well-known eloquence will attract many of our citizens, and it is very likely that he will be especially happy in introducing the famous Piedmont orator.

Mr. J. Stewart has sold to Mr. J. R. Gray and Mr. E. P. Black his beautiful tract of land on Peachtree road, adjoining Mr. W. L. Peck's place, for \$25,000. The purchasers are going to build beautiful suburban homes at once.

Mr. Scott McFerrin, one of the most successful and extensive farmers of central Georgia, is in the city on business.

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From \$1 to \$5

By getting a Suit, Overcoat or odd pair of Pants from our

BARGAIN COUNTER

On which we have placed all small lots for this week. They are stylish, this season's goods, good sellers, of which we can get no more. This is our reason for closing them at once. You get seasonable goods in the midst of the season at out of season prices.

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Dr. O. M. Crosby, proprietor of the Eden musee, is giving a new and splendid attraction. His house is crowded from morning till late at night by the very best class of people. The show is a good, in fact superior, to any other show in charge the regular theatrical party. You are admitted to the Eden musee for the small sum of 10 cents. Dr. Crosby is a great lover of children and has arranged a special programme for them tomorrow. He will charge them only 5 cents tomorrow. Dr. Crosby's representative will come to the school children today, by Dr. Crosby's representative. He will come and get one. Here is the form of the ticket:

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FOR THE NEXT WEEK, EVERY DAY

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HOLIDAY NOVELTIES

That are entirely new and as yet have not been placed on the New York retail market.

You are cordially invited to call and examine my stock.

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